

Price Fixing To Stop With End of War

U. S. Industries Board Has No Life After Peace Dawns

Coal Will Be First Freed of Control
Market Prices Already Falling Away From Maximum Federal Figures

By Theodore M. Knappen
WASHINGTON, Nov. 10.—With the war seemingly virtually at an end, the question is raised: When and how will the government stop fixing prices and regulating production?

Government supervision of foods and fuels stops with the official ending of the war. It is so written in the Lever bill, on which both the food and fuel administrations are based.

The authority under which the War Industries Board restricts or stimulates production and fixes prices in its domain is of somewhat uncertain origin and vague in value. It is based on the war power in general and the specific content of the government rather than on specific statutory enactments.

It exists because of the war, and would appear to have no life beyond the date of the proclamation of peace, and yet it is conceivable that American industry, docile and tractable for the common good, beyond all antediluvian conception, may continue voluntarily to submit for a time to regulation after the war power has vanished with the war.

The price-fixing committee of the War Industries Board must be unscrambled from that board within six months after the termination of the war, by virtue of the provisions of the Overman act, but would seem to have a six months' posthumous life in the activities of the War Industries Board in the matter of price-fixing.

Coal To Be Relieved First
Contrary to the New York opinion, as reflected in The Tribune's financial page recently, authoritative opinion here is that coal will be the first commodity to be relieved from government control.

Market prices for bituminous coal are already beginning to fall away from the maximum prices established by the fuel administration. If this process should continue to a marked extent, as is possible, in view of coal prices before the war, government control will automatically cease, because its maximum price will be so high as not to affect the rise and fall of prices from natural commercial causes.

It is believed that when the closing of navigation on the Great Lakes terminates the flow of coal to the West and Northwest, there will be a surplus of bituminous coal and a marked tendency for prices to break. The authority to control will remain until peace is officially proclaimed, which, it is believed, will be about six months after the beginning of the armistice with Germany. By that time, coal men think, the industry will be on a normal basis again and there will be no occasion to ask Congress for an extension of authority to control prices and direct distribution.

Some of the food supply experts think that the interval between the armistice and peace will be so long that it will be necessary to regulate food prices. It is remarked, of course, that under the authority of law, the price of wheat for the 1918 crop has already been fixed at a guaranteed price of \$2.26.

The Lever law provides that contractual obligations established before the expiration of six months after the armistice must be respected. This means that the food administration, at least as concerns the operations of its grain buying corporation, will have to remain on the job until the end of the 1919 crop marketing year, which means until the middle of 1920.

This will enable the government to control the American wheat surplus in 1919, as well as in 1920, for the purpose of dealing with the food situation in Europe, which, it is admitted, will be most difficult until after 1920.

Food for Europe
It will, however, within six months after the termination of the war, cease to have any power to interfere with the free determination of the prices of foodstuffs by the ordinary market operations.

The outlook is reported to be such for large food surpluses in the United States that the European demand can be met without excessive inflation of prices. If the prospect should be otherwise, Congress would likely consider the advisability of extending the general powers of the food administration until normal market conditions had been attained.

On the other hand, the opinion seems to be that the time between the armistice and the formal conclusion of peace, or even the months thereafter, will not be long enough to reestablish normal conditions in steel and other commercial metals.

Food Administration Not to Lose Identity
Hoover Denies Report of Contemplated Merger With the Agriculture Department

(Special Dispatch to The Tribune)
WASHINGTON, Nov. 10.—The food administration will not be merged with the Department of Agriculture after peace is declared, the food administrator has announced in denying the report that a merger was contemplated. It was also denied a bill had been drafted transferring the food administration to the Agriculture Department.

"The food administration will continue until legal peace is declared," said a statement issued by Food Administrator Hoover. "It will be automatically dissolved, except as to obligations entered upon, and these must and will be discharged either by the food administration or by assigning them to other departments of the government. In the meantime the food administration does not intend to relax its efforts in any direction."

"The food administration itself considers the law as at present framed purely a war measure, and its major provisions have no place in the country except to serve war ends. What Congress may decide as to continuation after peace of any of the measures now in force must be a matter of special legislation, and the particular department that is to continue that will no doubt be determined at that time."

"The food administration in its function of feeding people abroad has a larger burden after armistice than before, and this burden will continue until next harvest."

Officer Who Escaped Huns Reaches U. S.

Lieutenant Isaacs Declines to Discuss Experiences in Prison Camp

AN ATLANTIC PORT, Nov. 10.—Lieutenant Edward V. Isaacs, U. S. N., who escaped from the German prison camp at Villigen, Baden on October 6, arrived here today on a British liner on his way to Washington. Lieutenant Isaacs was one of the officers of the torpedoed transport Linsell and was taken aboard the U-boat that sank her. The young naval officer declined to say anything concerning his experiences during the time he was taken aboard the submarine until he reached Switzerland in his flight.

Major Malcolm McEl, Bell-Ising, a Canadian flier, who has been in the hospital for the last eight months, also returned on the same vessel.

"Don't Cry," Soldier Writes Before Death
Lieutenant From Fighting Family Wanted To Be Buried Here

"Don't cry if you receive a telegram telling you that your husband has fallen on the field of honor. The only regret I will have is that I won't be able to bid you goodbye and be buried on American soil," wrote Lieutenant Clarence C. Burcher in the last letter received by his wife at their home in Bloomfield, N. J.

She was notified yesterday that he had been killed in action October 13. He was twenty-six years old, an officer in Company E, 11th Infantry. He recently had been cited for gallantry. A brother is an officer in the same regiment, another is a member of an engineer regiment and a third is a marine. His sister is a nurse in a base hospital in New Orleans.

PRIVATE HENRY E. MICHAELIS, of the 312th Machine Gun Battalion, was killed in action September 27, two days after he had written to his parents, Mr. and Mrs. George Michaelis, of 295 Lincoln Avenue, Brooklyn, that he had returned to a rest billet after a week in the front line. At the same time his family received news of his death. Another message came announcing that his brother, George Michaelis, Jr., of Company B, 26th Infantry, had been missing in action since July 16.

MAJOR JOHN A. STREEL, of the 128th Infantry, who was killed in action October 4, was graduated from West Point in 1916, and was on the Mexican border with the 9th Infantry in that year. He was thirty-three years old, and went to France last December. His home in New York was at 408 Grand Avenue, Brooklyn.

Army Motor Service Control Is Unified
New Transport Corps Takes Over Cars of Many Branches

(Special Dispatch to The Tribune)
WASHINGTON, Nov. 10.—Motor transportation facilities for every department of the army will hereafter be controlled by the Motor Transport Corps, the War Department announced today. Heretofore motor vehicles have been assigned to various departments for their exclusive use. Under the new plan they will be operated under one control for the benefit of all departments.

In Washington, where the need for passenger cars for official business is great, an elaborate taxicab system has been established, consisting of thirteen stations connected with an adequate system of telephones. Officers above the rank of captain are provided with cards entitling them to call government cars when needed, for official business only. Junior officers and civil service employees must have trip tickets to gain the use of the special service.

A bus service, operated on schedule between principal buildings occupied by army organizations provides transport over regular routes for officers and employees on official business. The new system will reduce the motor equipment necessary for the army's use by about 33 per cent. The vehicles, leased from domestic service will be available for overseas duty.

Joy riding, the evasion of state license fees by privately owned vehicles masquerading as government cars, and other abuses will be prevented by the rule requiring all army trucks, cars and motorcycles to be painted olive drab and stenciled U. S. A. on the sides and rear and by the words "For official use only." All chauffeurs will be limited service enlisted men and will be under military discipline.

Enright Is Entertained At Dinner by the Friars
Police Commissioner Richard E. Enright was guest of honor at a dinner given by the Friars in their monastery, 110 West Fortieth Street, last night.

Among those present were Francis M. Hugo, Secretary of State; George S. Dougherty, Herman E. Metz, Daniel Frohman, Arthur H. Kelly, manager of Murray's, that the Croix de Guerre has been awarded him.

At midnight, July 20, he crawled out into "No Man's Land" to get an unexploded gas shell which his commander had spotted and suspected might contain a sample of a new German gas. Another man had started on the same mission a few hours earlier and had not returned. Lieutenant Busby brought back the "dud" and, incidentally, the other man, who had been wounded.

BREWSTER, N. Y., Nov. 10.—Lieutenant Hutchings, Jr., has written to his parents here that he has been cited for bravery in France. When all the other officers of his company had been killed, he wrote, he led the men forward though wounded four times by shrapnel.

All Aboard Wrecked Ship Sætia Are Landed Safely
WASHINGTON, Nov. 10.—Eighty-one men who were aboard the American steamer Sætia, which sank yesterday morning off Ocean City, Md., after an explosion, have been landed safely.

The Navy Department said tonight this accounts for "approximately all" of those aboard.

Columbia Honors 68 Former Students, Victims of Big War

Booklet Will Contain Pictures of Those Who Gave Up Lives

Columbia University's tribute to its dead on the field of honor is to take the form of three booklets, the first of which just has been issued. The initial publication bears the pictures of Major John Purroy Mitchell, Joyce Kilmer and others of the sixty-eight Columbia men who have made the supreme sacrifice.

On the cover of the folder is a reproduction of President Wilson's message to the Students' Army Training Corps, which was read at the induction into service of the student-soldiers.

On the middle page is the last poem from the pen of Mr. Kilmer, "The Peace-maker," written on the firing line in France and delivered to Mrs. Kilmer here a few days before the news of his death in action.

The university's list of dead heroes includes: Private Paul Baer, Private Julian W. Baldwin, Captain Paul E. Betowski, Colonel Henry A. Bodwick, Flying Cadet Wayles B. Bradley, Jr., Lieutenant Herbert A. Buermeier, Sergeant Lyman C. Butler, Captain William Colquhoun (missing), Lieutenant Sigmund Deutsch, Captain Arthur D. Dryfoos, Private Walter Emory Dunn, Lieutenant Colonel Alfred Winter Evans, Lieutenant Edward J. Haines, Second Lieutenant Joseph T. Hanlon, Lester P. Harris, Jefferson Healy, Lieutenant Wilmer E. Herr, Jerome Hirschler, Newberry Holbrook, Lieutenant J. H. Holliday, Jr.

Mitchell's Name on List
Captain John D. Irving, Major Theodore C. Janeway, Lieutenant Raymond B. Jauss, Lieutenant Malcolm M. Johnston, Sergeant Joyce Kilmer, Captain

Oscar N. Leiser, Lieutenant Alwyn Gordon Levy, Lieutenant Benjamin Maurice, Lieutenant Raymond J. McPhee, Private David W. Miller, Major John Purroy Mitchell, Lieutenant Edward B. Mitchell, Sergeant Gilroy Mulqueen, Major Charles P. Peugnet, Lieutenant A. E. Purchas, Jr., Cadet Rexford Shilliday, Lieutenant Bert R. Smith, Second Lieutenant J. Clovis Smith, Lieutenant Sidney Spiegelberg, Private Floyd A. Stevens, Lieutenant Clarence C. Thomas, Ambulance Driver Chandler Waterman, Major Richard Weil, Charles Bunnell Willard, Lieutenant Spencer C. Williams.

Cuban Labor Strike Leaders Are Arrested
HAVANA, Nov. 10.—Leaders of the harbor unions which have been on strike for nearly a week, completely tying up shipping in the harbor here, were placed under arrest yesterday on charges of preventing men from returning to work by coercion. The labor leaders, nine in number, were sentenced to eighty days' imprisonment.

Nearly 200,000 Jews in Service, Statement Shows
American Jewish Committee Report Reveals 4 P. C. of Total U. S. Casualties

The part Judasim has played for America in the present war was set forth yesterday in the report of the executive committee of the American Jewish Committee, which met at the Hotel Astor. The body was organized in 1906 to prevent the infringement of the civil and religious rights of Jews.

According to the report, there are from 150,000 to 200,000 Jews in the armed forces of the United States. Of these probably 130,000 are in the army, 20,000 in the navy and 1,400 in the Marine Corps, the report says. Of the 2,502 casualties among Jews in the army and navy up to November 1, 45 were killed in action, 142 died from wounds, 96 from disease and 73 from accident, making the deaths 41 per cent of those sustained by the entire American Expeditionary Force.

The committee also reported combating many instances of discrimination against Jews. During the course of this work, the report said, it had had correspondence with almost every branch of the government. The executive committee also denied the report the Jews were responsible for the depredations of the Bolsheviks in Russia.

"From information which your committee has been able to secure," the report reads, "the state of affairs in that distracted country, it can say with confidence this report is entirely unfounded and the Jews of Russia to an overwhelming extent, are ranged on the side of those who are struggling for the restoration of decency and order and who are striving to deliver Russia from its present unhappy condition."

The following officers were elected at yesterday's meeting: President, Louis Marshall; vice-presidents, Cyrus Adler, Julius Rosenwald, and treasurer, Isaac W. Bernheim.

Abram I. Elkus, of New York, and Albert D. Lasker, of Chicago, were elected members of the executive committee, on which are Dr. Cyrus Adler and Judge Mayer Sulzberger, of Philadelphia, Louis Marshall, Jacob Schiff, Oscar S. Straus, Cyrus L. Sulzberger and Samuel Dorf, of New York, Professor Jacob H. Hollander, of Baltimore, Isidor Sobel, of Erie, Penn., Colonel Cutler, of Providence, A. Leo Weil, of Pittsburgh, and Julius Rosenwald, of Chicago.

Aero Club Decorates Six
PARIS, Nov. 10.—The foreign service committee of the Aero Club of America has conferred its war medal on Gabriele D'Annunzio, of the Italian army; Lieutenants Forest and March, of the French army; Douglas Campbell, of California; Frank Luke, of Phoenix, Ariz., and Edward Rickenbacker, of Columbus, Ohio.

Posthumous awards are made to Lieutenant Coffard, of the French army; Paul Pavella, of Madison, Conn., and Ensigns C. S. Read and A. D. Sturtevant, of the American navy.

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Exact duplicates of high-priced imported coats, tailored beyond criticism in Bolivia, Crystal Cloth, Silvertone, or Velour de Laine, luxuriously trimmed with furs, or for wear with separate scarfs and muffs. 34 to 52½.

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Practical, but very "stylish" frocks, fashioned of All-Wool Serge usually seen only in dresses at much higher prices.

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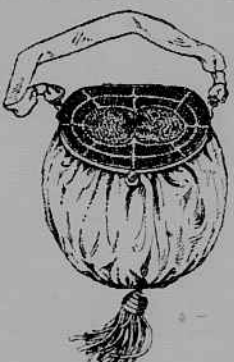
A collection of the most distinctive Sports, Dressy, and Tailored Suits shown, reduced for prompt disposal because the size and color ranges are not quite complete. Beautifully developed in

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Beginning This Morning—

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Regularly \$35 to \$45

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The styles are among the very newest, in straight line and tunic effects, and many in smart Slip-over kimono style with plaited skirt, tailored with a thoroughness seldom known in frocks at a moderate cost.

Navy Blue, Black, and Brown. Sizes from 34 to 44, but not all sizes in each style.



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Skunk Muffs Special 39.50